

## APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CBP02

**IMPORTANT:** Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of Norwood CODE# 061-57386

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9 / 19 / 03

CONTACT: Mr. Jack Cameron PHONE # (513) 458-4503

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 458-4502 E-MAIL: Jcameron\_norwood@fuse.net

PROJECT NAME: Montgomery Road-Carthage Ave. Realignment Project

## SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County  
☒ 2. City  
☐ 3. Township  
☐ 4. Village  
☐ 5. Water/Sanitary District  
 (Section 6119 O.R.C.)

## FUNDING TYPE REQUESTED

(Check All Requested &amp; Enter Amount)

- ☒ 1. Grant \$956,000  
☐ 2. Loan \$            
☐ 3. Loan Assistance \$

## PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road  
☐ 2. Bridge/Culvert  
☐ 3. Water Supply  
☐ 4. Wastewater  
☐ 5. Solid Waste  
☐ 6. Stormwater

TOTAL PROJECT COST: \$1,912,000 FUNDING REQUESTED: \$956,000

## DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 956,000 LOAN ASSISTANCE: \$             
 SCIP LOAN: \$            RATE:            % TERM:            yrs.  
 RLP LOAN: \$            RATE:            % TERM:            yrs.

(Check Only 1)

- ☐ State Capital Improvement Program ☐ Small Government Program  
☒ Local Transportation Improvements Program

OFFICE OF NEW BURLINGTON  
 COUNTY ENGINEER  
 2003 SEP 19 PM 12:15

## FOR OPWC USE ONLY

PROJECT NUMBER: C            / C             
 Local Participation            %  
 OPWC Participation            %  
 Project Release Date:      /      /       
 OPWC Approval:           

APPROVED FUNDING: \$             
 Loan Interest Rate:            %  
 Loan Term:            years  
 Maturity Date:             
 Date Approved:      /      /       
 SCIP Loan            RLP Loan

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:  
(Round to Nearest Dollar)

TOTAL DOLLARS

FORCE ACCOUNT  
DOLLARS

a.) Basic Engineering Services: \$                     .00

Preliminary Design \$                     .00

Final Design \$                     .00

Bidding \$                     .00

Construction Phase \$                     .00

Additional Engineering Services \$                     .00

\*Identify services and costs below.

b.) Acquisition Expenses:  
Land and/or Right-of-Way \$                     .00

c.) Construction Costs: \$     1,862,000.00    

d.) Equipment Purchased Directly: \$                     .00

e.) Permits, Advertising, Legal: \$                     .00  
(Or Interest Costs for Loan Assistance  
Applications Only)

f.) Construction Contingencies: \$         50,000.00        

g.) TOTAL ESTIMATED COSTS: \$     1,912,000.00    

\*List Additional Engineering Services here:  
Service:

Cost:

**1.2 PROJECT FINANCIAL RESOURCES:**

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u>          .00</u>	
b.) Local Revenues	\$ <u>          .00</u>	
c.) Other Public Revenues	\$ <u>          .00</u>	
ODOT	\$ <u>          .00</u>	
Rural Development	\$ <u>          .00</u>	
OEPA	\$ <u>          .00</u>	
OWDA	\$ <u>          .00</u>	
CDBG	\$ <u>          .00</u>	
OTHER <u>    TIP    </u>	\$ <u>  956,000.00</u>	50%
SUBTOTAL LOCAL RESOURCES:	\$ <u>  956,000.00</u>	<u>50%</u>
d.) OPWC Funds		
1. Grant	\$ <u>  956,000.00</u>	50%
2. Loan	\$ <u>          .00</u>	
3. Loan Assistance	\$ <u>          .00</u>	
SUBTOTAL OPWC RESOURCES:	\$ <u>  956,000.00</u>	<u>50%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u> 1,912,000.00</u>	<u>100%</u>

**1.3 AVAILABILITY OF LOCAL FUNDS:**

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID#   75989   Sale Date:

STATUS: (Check one)

- ☒ Traditional  
☐ Local Planning Agency (LPA)  
☐ State Infrastructure Bank

## 2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

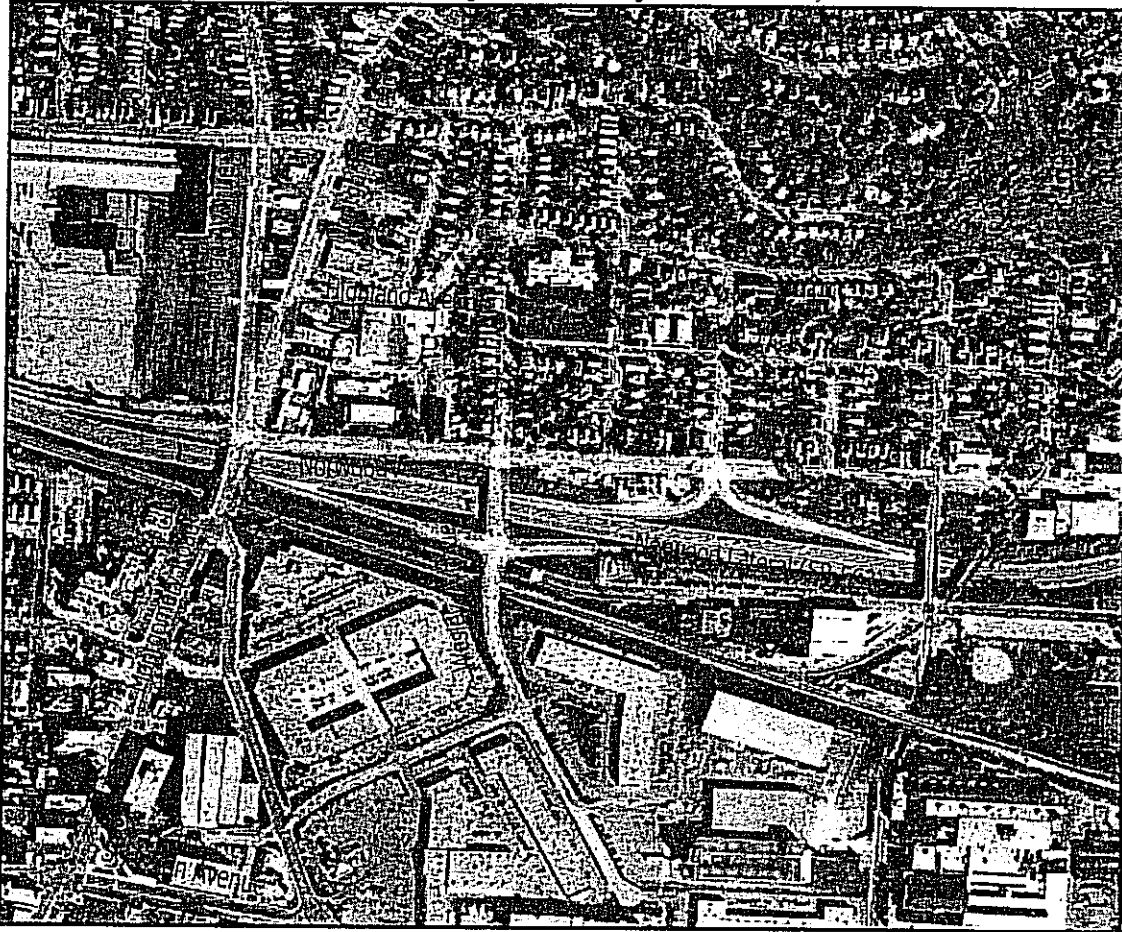
### 2.1 PROJECT NAME: Montgomery Road and Carthage Ave. Realignment Project

### 2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

#### A: SPECIFIC LOCATION:

The project area is located within an urban area of the City of Norwood, Hamilton County, Ohio made up of residential, retail, office, and industrial land uses. The project is approximately 1.2 miles of roadway comprised of Montgomery Road (US 22), Carthage Avenue (SR 561), Ross Avenue, Norwood Avenue, Highland Avenue, and Wesley Avenue. A picture of the project area is shown below in *Figure 1*.

Figure 1: The Project Area-City of Norwood, Ohio



The primary intersection within the project area is that of Montgomery Road, Carthage Avenue and Norwood Avenue. Montgomery Road is the primary north-south arterial within the City of Norwood. Norwood Avenue is a key east-west collector providing Montgomery Road access to the SR 562 (Norwood Lateral). SR 562 is a regional freeway that connects I-75 and I-71 within the Greater Cincinnati area with approximately 55,000 vehicles per day. SR 562 can currently be accessed by the ramps at the intersection of Norwood Avenue and Ash Street for westbound SR 562 and on Wesley Avenue just south of Norwood Avenue for eastbound SR 562. Neither of these intersections is currently signalized. A westbound SR 562 on-ramp is also available at the five-leg intersection of Montgomery Road, Carthage Avenue and Norwood Avenue.

PROJECT ZIP CODE: 45212

## **B: PROJECT COMPONENTS:**

The Montgomery Road-Carthage Avenue Realignment Project will consist of roadway and traffic signal improvements. The following outlines the project components:

- Remove Carthage from the five-leg intersection of US 22, SR 561 & Norwood
  - Dead-end Carthage Avenue just north of the original intersection
  - Reroute traffic to Montgomery Road via Ross Avenue
- Remove SR 562 WB ramp from Montgomery
  - Reroute traffic along Norwood Avenue to SR 562 WB ramp at Ash Street
- Extend Norwood Avenue west of Montgomery Road
- Widen segments of Montgomery, Ross and Norwood
- Rebuild signals at Ross & Carthage, Montgomery & Ross, and Montgomery & Norwood
- Construct new signals at Norwood & Wesley, Norwood & Ash and Wesley & EBSR 562 Ramp
- A closed-loop coordinated traffic signal system will be employed with the new and rebuilt signals and will also include traffic signals on Montgomery Road south of the project area to Sherman Avenue

## **C: PHYSICAL DIMENSIONS / CHARACTERISTICS:**

Proposed improvements were examined for years 2006 (opening) and 2026 (design). The improvements involve removing Carthage Avenue from the five-leg intersection of Montgomery Road, Norwood Avenue, SR 562 WB ramp, and Carthage Avenue; removing the SR 562 WB ramp from Montgomery Road and rerouting traffic east on Norwood Avenue toward the SR 562 WB ramp at Ash Street; extending Norwood Avenue west; widening segments of Montgomery Road, Ross Avenue, and Norwood Avenue to provide more capacity; and installing three new traffic signals. Two eastbound through lanes will be maintained on Norwood Avenue to Ash Street, where the curb lane drops off as a right-turn only lane onto the SR 562 WB ramp. The following descriptions detail the proposed roadway improvements:

### Montgomery Road

→ Montgomery Road will maintain two 11' lanes in each direction and 11' left-turn lanes at intersecting streets for a total roadway width of 55' plus the additional curbed shoulder widths of 2' per curb. Currently widening is anticipated to take place along the west edge of the roadway. If this occurs, only 4' will remain between the edge of pavement and the existing right-of-way. This is also a problem since some of the existing buildings along that segment of Montgomery Road abut the right-of-way line. The minimum 9' requirement for sidewalk design cannot be met on the west side of the street without purchasing additional right-of-way. TEC proposes removing the sidewalk completely from the west side of Montgomery Road and allowing access to those properties from Carthage Avenue.

### SR 562 WB Ramp

Remove the SR 562 westbound ramp from Montgomery Road and reroute traffic east along Norwood Avenue to the SR 562 WB ramp at Ash Street.

### Ross Avenue

Ross Avenue, currently 40 feet wide, will be improved to four 11' lanes between Carthage Avenue and Montgomery Road. The eastbound lanes will consist of a center left-turn/right-turn lane and a right-turn curb lane. The south side of Ross Avenue and southwest corner of Ross Avenue and Montgomery Road will require additional right-of-way. Ross Avenue will maintain its curb line on the north side of the street while four feet of widening will take place to the south

to accommodate the four 11-foot lanes. Due to limited right-of-way, the sidewalk on the south side of Ross Avenue between Carthage Avenue and Montgomery Road may be removed at the discretion of the City of Norwood. A larger radius on the southwest corner of the intersection will also be included in this design due to the proposed dual right turns onto Montgomery Road from Ross Avenue. The westbound lanes will consist of a center through/left-turn lane and a right-turn curb lane.

#### Carthage Avenue

Close Carthage Avenue just north of the Montgomery Road and Norwood Avenue intersection. Access to this segment of Carthage Avenue will be made from Ross Avenue. The south end of Carthage Avenue will require geometric and/or striping modification(s) to allow vehicles a turnaround.

#### Norwood Avenue

Norwood Avenue will require two 11' lanes in each direction plus an additional 11' for center left-turn lanes from Montgomery Road to Wesley Avenue and 10' for center left-turn lanes from Wesley Avenue to Ash Street. Norwood Avenue will be extended west to Section Road with the removal of the SR 562 WB ramp from Montgomery Road. The intersection of Norwood Avenue and Wesley Avenue will include a left-turn lane, through lane, and through/right-turn lane for eastbound traffic on Norwood Avenue; a left-turn lane, through lane, and through/right-turn lane for westbound traffic on Norwood Avenue; a left-turn/through lane and right-turn lane for northbound Wesley Avenue. (North of Norwood Avenue, Wesley Avenue is one-way north). At the intersection of Norwood Avenue and Ash Street, a left-turn lane, through lane, and right-turn lane will exist on Norwood Avenue approaching the intersection from the west. From the east on Norwood Avenue and from the north on Ash Street, a left-turn lane, through/right-turn lane will be employed. The westbound SR 562 ramp will have a left-turn lane and a through/right-turn lane. The extended Norwood Avenue will have a left-turn lane and a through/right-turn lane eastbound at Montgomery Road, with two 12' westbound lanes at the intersection. Norwood Avenue will end just west of the intersection of Montgomery Road and Norwood Avenue. It is understood that the developer of the old Globe/GM site will connect Norwood Avenue to Section Road.

Widening will occur to some extent on both sides of Norwood Avenue, with the majority of widening occurring on the south side of the roadway. The south side of Norwood Avenue is limited by SR 562, a Swifty Gas Station, and CG&E transformer. At the intersection of Montgomery Road and Norwood Avenue, Norwood Avenue will be widened on both sides to include two eastbound lanes and three westbound lanes consisting of a left-turn lane, through lane, and right-turn lane. This widening will require additional right-of-way on the north side of Norwood Avenue near the intersection. Sidewalk will be maintained on the north side of Norwood Avenue and eliminated it from the south side between Montgomery Road and Ash Street.

New and rebuilt traffic signals would also be part of this project and interconnect will also incorporate signals on Montgomery Road south of the project to Sherman Avenue. The rebuilt signals include:

- Ross Avenue & Carthage Avenue
- Montgomery Avenue & Ross Avenue
- Montgomery Avenue & Norwood Avenue

New signals include:

- Norwood Avenue & Wesley Avenue
- Wesley Avenue & SR 562 EB ramps
- Norwood Avenue & Ash Street

## D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

The Montgomery Road-Carthage Avenue Realignment Project is a new/expansion project that will be designed using ODOT standards. ODOT's certified traffic data for the Montgomery Road-Carthage Avenue Realignment was used to analyze the capacity of the surface streets. The certified traffic data includes increased volumes due to pending developments in the area. According to the certified traffic data, surface street volumes will be constant with no growth from 2006 to 2026. ADT for the project area can be seen below:

	Montgomery	Carthage	Ross	Norwood
2003 ADT	19000	9000	10000	10000
ODOT 2006 ADT	24200	8300	10260	16090
ODOT 2026 ADT	24200	8300	10260	16090

Table 1 shows the level of service and associated delay based on Existing Conditions and Proposed Conditions for the PM Peak. PM Peak values were used for analysis since they represent the critical design values.

Table 1 – LOS & Delay

Intersection	Existing		Proposed	
	PM		PM	
	LOS	Delay	LOS	Delay
Ross Ave. & Carthage Ave.	B	19.6s	B	15.9s
Montgomery Rd. & Ross Ave.	B	9.5s	C	21.8s
Montgomery Rd. & Norwood Ave.	C	24.0s	C	23.5s
Norwood Ave. & Wesley Ave.	D*	30.9s	C	20.9s
Wesley Ave. & SR 562 EB ramps	D**	39.2s	C	26.8s
Norwood Ave. & Ash Street	D*	33.9s	B	18.5s

\*Unsignalized 4-way stop controlled

\*\*Unsignalized minor street stop controlled, LOS & Delay are for stop controlled approaches only

The intersection of Ross Avenue & Carthage Avenue (LOS B) is directly impacted by the intersection of Montgomery Road & Ross Avenue (LOS C) due to its proximity. With the redirection of Carthage Avenue traffic to Montgomery Road in both scenarios, left-turn volumes are significantly increased from Carthage onto Ross Avenue (heading south) and from Montgomery Road onto Ross Avenue (heading north). The level of service for these intersections indicates sufficient capacity, but coordinated signal timing will be required to minimize queues and avoid backups from interfering with the adjacent signal. A considerable benefit of the Norwood Avenue extension may be to attract some traffic away from Ross Avenue, relieving pressure between Carthage Avenue and Montgomery Road, and alleviating any potential negative traffic growth impacts on the operation of the street system in this area. The intersection of Montgomery Road and Norwood Avenue operates very well with a LOS of C for its new alignment. The remaining three intersections shown exhibit a significant improvement in LOS and Delay in both scenarios, by installing a traffic signal.

Road or Bridge: Current ADT: See Above Year: 2003 Projected ADT: See Above Year: 2006/2026

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance.  
Current Residential Rate: \$ \_\_\_\_\_ Proposed Rate: \$ \_\_\_\_\_

Stormwater: Number of households served: \_\_\_\_\_

**2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.**

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

**3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:**

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$                     .00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 1,912,000.00

**4.0 PROJECT SCHEDULE: \***

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>06/03</u>	<u>10/04</u>
4.2 Bid Advertisement and Award:	<u>10/04</u>	<u>12/04</u>
4.3 Construction:	<u>03/05</u>	<u>11/05</u>
4.4 Right-of-Way/Land Acquisition:	<u>03/04</u>	<u>06/04</u>

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

**5.0 APPLICANT INFORMATION:**

**5.1 CHIEF EXECUTIVE OFFICER Mr. Jack Cameron**

TITLE Safety-Service Director  
STREET 4645 Montgomery Road  
CITY/ZIP Norwood/45212  
PHONE (513) 458-4503  
FAX (513) 458-4502  
E-MAIL Jcameron\_norwood@fuse.net

**5.2 CHIEF FINANCIAL OFFICER Mr. Donnie R. Jones**

TITLE Auditor  
STREET 4645 Montgomery Road  
CITY/ZIP Norwood/45212  
PHONE (513) 458-4570  
FAX (513) 458-4571  
E-MAIL norwood@infinet.com

**5.3 PROJECT MANAGER Mr. Larry VordemEsche**

TITLE Superintendent of Public Works  
STREET 3001 Harris Avenue  
CITY/ZIP Norwood/45212  
PHONE (513) 458-4615  
FAX (513) 458-4622  
E-MAIL pwsuper@cinci.rr.com

**Changes in Project Officials must be submitted in writing from the CEO.**

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

- [ x ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [ x ] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [ x ] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [n/a] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [n/a] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [ x ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [ x ] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

\_\_\_\_\_  
Jack Cameron, Safety-Service Director

\_\_\_\_\_  
Certifying Representative (Type or Print Name and Title)

\_\_\_\_\_  
*Jack Cameron 9/18/03*  
Signature/Date Signed

**COST ESTIMATE FOR MONTGOMERY ROAD-CARTHAGE  
AVENUE REALIGNMENT PROJECT**

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost	Total Cost
<b>ROADWAY</b>						
1	201	CLEARING AND GRUBBING	1	LUMP	10000.00	10000.00
2	SPL	RELOCATE MAIL BOX AS PER PLAN	25	EACH	50.00	1250.00
3	202	PAVEMENT REMOVED	1000	S.Y.	20.00	20000.00
4	202	BASE REMOVED	1000	S.Y.	6.50	6500.00
5	202	CURB REMOVED	8900	FT	3.50	31150.00
6	202	WALK REMOVED	30000	S.F.	2.00	60000.00
7	202	MANHOLE REMOVED	5	EACH	800.00	4000.00
8	202	GUARDRAIL REMOVED	1250	FT	1.30	1625.00
9	202	SPECIAL-FILL AND PLUG EXISTING CONDUIT	200	FT	20.00	4000.00
10	202	FENCE REMOVED FOR REUSE OR STORAGE	1000	FT	1.30	1300.00
11	202	CATCH BASIN OR INLET REMOVED	40	EACH	600.00	24000.00
12	630	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	30	EACH	50.00	1500.00
13	203	EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION	2800	C.Y.	10.00	28000.00
14	203	EMBANKMENT CONSTRUCTION	2700	C.Y.	5.00	13500.00
<b>SUBTOTAL</b>						<b>206,825.00</b>
<b>PAVEMENT</b>						
15	204	PROOF ROLLING (AS DIRECTED BY THE ENGINEER)	4	H.R.	200.00	800.00
16	204	SUBGRADE COMPACTION	5100	S.Y.	1.00	5100.00
17	254	PAVEMENT PLANNING, ASPHALT CONCRETE	25000	S.Y.	1.20	30000.00
18	255	FULL DEPTH PAVEMENT SAWING	9700	L.F.	1.50	14550.00
19	301	ASPHALT CONCRETE BASE, 10"	1750	C.Y.	65.00	113750.00
20	304	AGGREGATE BASE, 8"	1600	C.Y.	35.00	56000.00
21	446	1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1	900	C.Y.	75.00	67500.00
22	446	1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2	1300	C.Y.	85.00	110500.00
23	407	TACK COAT 0.1 GAL/SY	2600	GAL.	0.75	1950.00
24	408	BITUMINOUS PRIME COAT	5800	GAL.	1.00	5800.00
25	606	GUARDRAIL, TYPE 5	1400	FT	15.00	21000.00
26	606	ANCHOR ASSEMBLY, TYPE A	4	EACH	1100.00	4400.00
27	608	CURB RAMP	34	EACH	300.00	10200.00
28	608	5" CONCRETE WALK, AS PER PLAN	22000	S.F.	6.00	132000.00
29	609	TYPE 6 CONCRETE CURB	8900	FT	9.00	80100.00
30	610	CELLULAR RETAINING WALL, AS PER PLAN	600	S.F.	75.00	45000.00
31	SPL	PAVEMENT JOINT FABRIC AS PER PLAN	2000	S.Y.	9.00	18000.00
<b>SUBTOTAL</b>						<b>716,650.00</b>
<b>MAINTENANCE OF TRAFFIC</b>						
32	614	MAINTAINING TRAFFIC	1	LUMP	15000.00	15000.00
33	619	FIELD OFFICE, TYPE B, AS PER PLAN	1	LUMP	10000.00	10000.00
34	623	CONSTRUCTION LAYOUT STAKES	1	LUMP	25000.00	25000.00
35	624	MOBILIZATION	1	LUMP	25000.00	25000.00
<b>SUBTOTAL</b>						<b>75,000.00</b>
<b>DRAINAGE</b>						
36	603	15" CONDUIT, TYPE B 706-02	600	FT	40.00	24000.00
37	603	12" CONDUIT, TYPE B 706-02	1200	FT	30.00	36000.00
38	603	6" SHALLOW PIPE UNDERDRAINS	9700	L.F.	8.00	77600.00
39	604	CATCH BASIN, CB-3	40	EACH	1500.00	60000.00
40	604	MANHOLE #3	4	EACH	2000.00	8000.00
<b>SUBTOTAL</b>						<b>205,600.00</b>
<b>EROSION CONTROL</b>						
41	207	FILTER FABRIC FENCE	3500	FT	1.00	3500.00
42	207	STRAW BALES AS DIRECTED	250	EACH	2.00	500.00
43	653	TOPSOIL FURNISHED AND PLACED	250	C.Y.	40.00	10000.00
44	659	SEEDING AND MULCHING	800	S.Y.	1.50	1200.00
<b>SUBTOTAL</b>						<b>15,200.00</b>
<b>PAVEMENT MARKING</b>						
45	630	GROUND MOUNTED SUPPORT, NO. 3 POST	420	FT	5.00	2100.00
46	630	SIGN, FLAT SHEET, TYPE G	225	S.F.	12.00	2700.00
47	642	EDGE LINE	1.5	MILE	250.00	375.00
48	642	CENTER LINE, DOUBLE LINE, TYPE 2	1.5	MILE	450.00	675.00
49	644	STOP LINE, TYPE 2	720	FT	6.00	4320.00
50	644	LANE ARROW	36	EACH	75.00	2700.00
51	644	WORD "ONLY"	28	EACH	90.00	2520.00
52	644	CHANNEL LINE	4800	FT	2.00	9600.00
53	644	TRANSVERSE LINE	650	FT	4.00	2600.00
54	644	CROSSWALK LINE	4800	FT	2.00	9600.00
<b>SUBTOTAL</b>						<b>37,190.00</b>

(CONTINUED)

# COST ESTIMATE FOR MONTGOMERY ROAD-CARTHAGE AVENUE REALIGNMENT PROJECT

WATER						
55	638	FIRE HYDRANT EXTENDED AND ADJUSTED TO GRADE	4	EACH	1100.00	4400.00
56	638	VALVE BOX ADJUSTED TO GRADE	4	EACH	100.00	400.00
57	638	6" WATER MAIN DUCTILE IRON PIPE, PUSH-ON	200	FT	60.00	12000.00
SUBTOTAL						16,800.00
TRAFFIC SIGNAL						
58	SPL	NEW TRAFFIC SIGNAL INSTALLATION	6	EACH	95000.00	570000.00
59	632	INTERCONNECT MISC.: SPREAD SPECTRUM RADIO W/OMNI DIR. ANTENNA	1	EACH	3500.00	3500.00
60	632	INTERCONNECT MISC.: SPREAD SPECTRUM RADIO WITH YAGI ANTENNA	5	EACH	3000.00	15000.00
SUBTOTAL						588,500.00
CONTINGENCY						
61	SPL	CONTINGENCY ITEMS	1	LUMP	50000.00	50,000.00

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.  
THE USEFUL LIFE OF THIS PROJECT IS 20 YEARS.

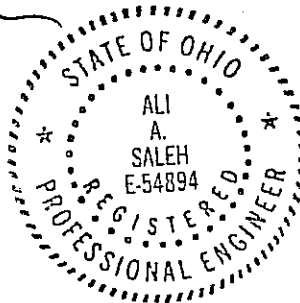
**TOTAL: \$1,911,765.00**

**ROUNDED GRAND TOTAL: \$1,912,000.00**

ALI A. SALEH, P.E.



Engineering, Inc.  
161 Northland Blvd.  
Cincinnati, OH 45246



# CERTIFICATION



## City of Norwood, Ohio

I, MICHAEL TOLBERT, *Clerk of Council*

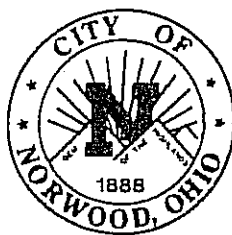
of the City of Norwood, Ohio, do hereby certify that the foregoing and attached is a true and correct copy of a **RESOLUTION, NO.** 18-2003

**ENTITLED:** RESOLUTION AUTHORIZING THE DIRECTOR OF PUBLIC  
SERVICE-SAFETY TO SUBMIT TO THE OHIO PUBLIC WORKS  
COMMISSION APPLICATIONS FOR FINANCIAL ASSISTANCE FOR THE CITY  
OF NORWOOD UNDER THE STATE CAPITAL IMPROVEMENT PROGRAM FOR 2004.

**SAID RESOLUTION** was passed by the Council of the City of Norwood, Ohio in a REGULAR / SPECIAL session thereof held on the NINTH day of SEPTEMBER, in the year 2003, with the proper number of members voting in the affirmative, as required by law.

**SAID RESOLUTION** was signed by the President of Council, attested by the Clerk and approved by the Mayor.

Michael Tolbert  
Clerk of Council



NORWOOD, OHIO

*Resolution No.* 18 2003

RESOLUTION AUTHORIZING THE DIRECTOR OF PUBLIC SERVICE-SAFETY TO SUBMIT TO THE OHIO PUBLIC WORKS COMMISSION APPLICATIONS FOR FINANCIAL ASSISTANCE FOR THE CITY OF NORWOOD UNDER THE STATE CAPITAL IMPROVEMENT PROGRAM FOR 2004

WHEREAS, the City of Norwood is eligible to receive financial assistance in 2004 from the State Capital Improvement Program for repair of streets; and

WHEREAS, in order to receive said funds, Norwood City Council must authorize the Department of Public Service-Safety to submit an application to the Ohio Public Works Commission for such financial assistance; now therefore

BE IT RESOLVED by the Council of the City of Norwood, State of Ohio:

SECTION 1. That the Director of Public Service-Safety is hereby authorized to submit to the Ohio Public Works Commission an application for financial assistance for the City of Norwood under the State Capital Improvement Program for 2004.

SECTION 2. Authorizing the Director of Public Service-Safety to apply for financial assistance does not obligate the City of Norwood in any way to accept financial assistance from the Ohio Public Works Commission.

SECTION 3. This resolution is hereby declared to be an emergency resolution and a measure necessary for the immediate preservation of the public peace, health, safety and general



Donnie R. Jones, CPA  
City Auditor

Janet Kennedy  
Deputy Auditor

4645 Montgomery Road  
Norwood, Ohio 45212  
Ph. 513-458-4570  
Fax 513-458-4571

September 18, 2003

I, Donnie R. Jones, Auditor of the City of Norwood, hereby certify that the City of Norwood has the amount of \$956,000.00 TIP funding issued by OKI and that this amount will be used to pay the local share for the Carthage Montgomery Road Improvement as it is required.

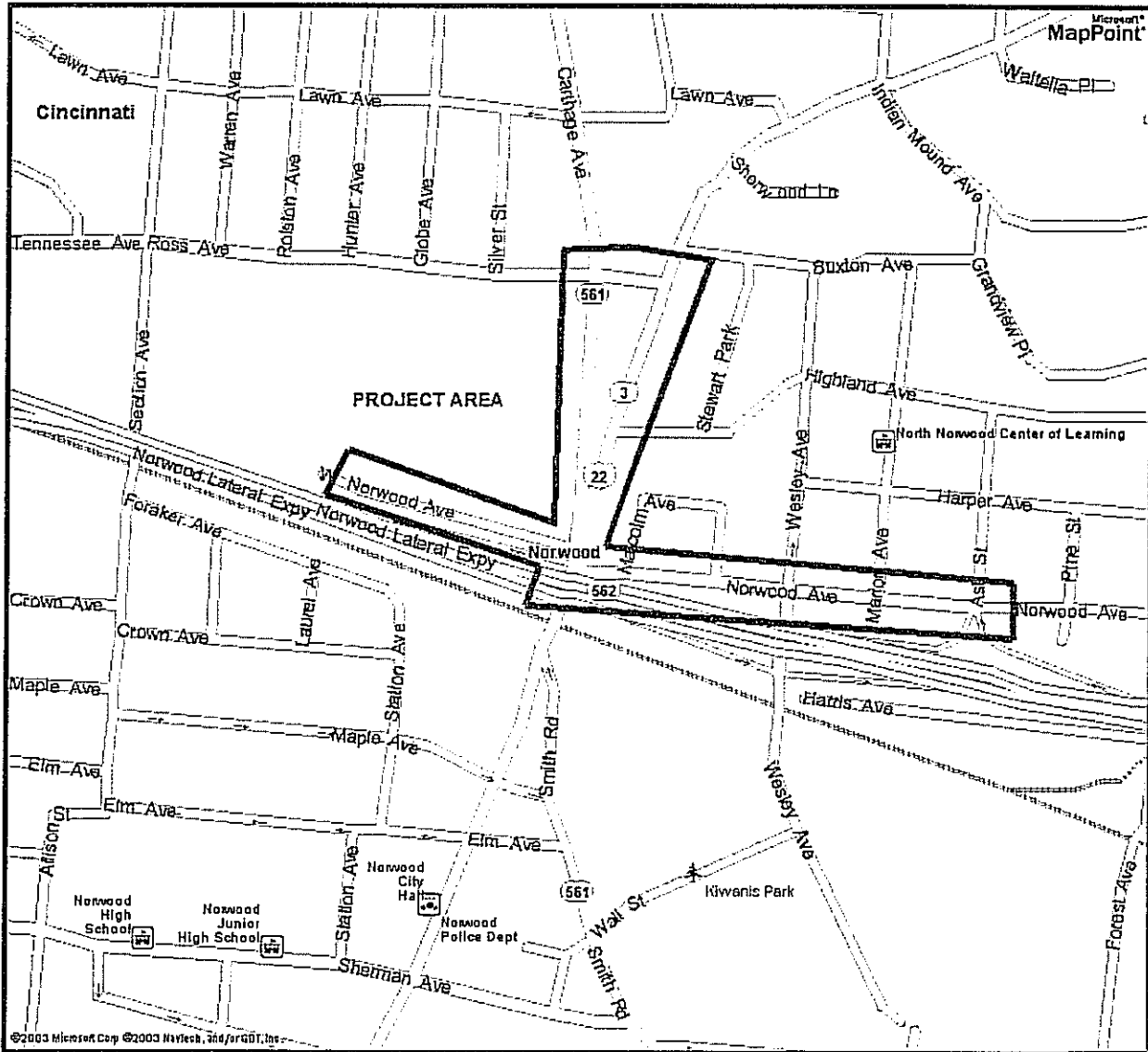
Sincerely,

Donnie R. Jones  
Auditor

*"Gem of The Highlands"*

# PROJECT LOCATION MAP

## MONTGOMERY ROAD-CARTHAGE AVENUE REALIGNMENT PROJECT

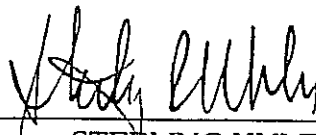


## RESOLUTION

OF THE EXECUTIVE COMMITTEE OF THE  
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTSCONCERNING THE AMENDMENT OF THE  
FISCAL YEARS 2000-2003 TRANSPORTATION IMPROVEMENT PROGRAM

**RESOLVED**, that the Executive Committee of the Ohio-Kentucky-Indiana Regional Council of Governments, at its regular meeting held on December 9, 1999, hereby amends the Fiscal Years 2000-2003 Transportation Improvement Program to make the following revisions:

1. Add a project in Campbell County for the Tower Park Trail Project in Ft. Thomas using \$6,400 in National Recreational Trails Funding in Fiscal Year 2000.
2. Add a project (PID 20956, HAM-IR74-5.50) in Hamilton County to make geometric improvements, resurface, repair bridges, repair guardrail, and upgrade signs on the I-74/I-275 Overlap Section at a total cost of \$21,650,000 using Federal Interstate Maintenance funding beginning in FY 2000.
3. Add a project (PID 21003, HAM-FWW-CC25) in Cincinnati for the construction of Ramp "LL" as part of the Fort Washington Way Project (work previously covered under PID 18436, HAM-FWW-CC10 and PID 20405, HAM-FWW-CC22A) at a total cost of \$2,816,700 using State and Local funding in Fiscal Year 2000.
4. Add a project (PID 20974, HAM-FWW-CC22) in Cincinnati for the Fort Washington Way Transit Center Design and Construction Management at a total cost of \$3,800,000 using 100% State funding in Fiscal Year 2000.
5. Add a project (PID 20918, HAM-ARTIMIS Evaluation) for the consultant evaluation of ARTIMIS, with Ohio's share of the cost at \$200,000, consisting of 100% State funding, and Kentucky's share of the cost at \$67,500, consisting of \$54,000 in Federal Congestion Mitigation/Air Quality funds matched by \$13,500 in State funds, in Fiscal Year 2000.
6. Add a project in Norwood for the realignment of the Montgomery Road/Carthage Road intersection at the Norwood Lateral at a total cost of \$1,200,000 using OKI-Allocation Federal STP funding in Fiscal Year 2004.
7. Revise an existing project (PID 19869, HAM/BUT-US27-14.48/0.00) for resurfacing of US27 from 0.72 Miles North of I-275 to the Millville South Corporation Line by adding the resurfacing of SR129 from the Millville West Corporation Line to the Hamilton West Corporation Line and by revising the total cost to \$3,300,000 using State-Allocation Federal STP funding in Fiscal Year 2001.



STERLING UHLER, PRESIDENT



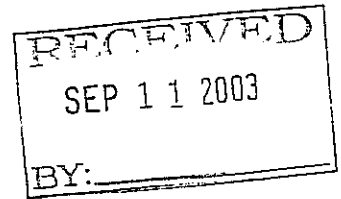
# OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 8, 505 South S.R. 741, Lebanon, OHIO 45036-9518

(513) 932-3030 or 1-800-831-2142

TRANSPORTATION PLANNING & PROGRAMS DEPARTMENT

September 9, 2003



TEC Engineering  
Attn: Seema Malik  
161 Northland Boulevard  
Cincinnati, OH 45246

Re: US 22/SR 561

Dear Seema:

As requested, we are informing the City of Norwood, through your office as City Engineer, that the District 8 Office of the Ohio Department of Transportation supports the City of Norwood's efforts to improve the traffic flow in the area around US 22, SR 561, and SR 562. We are in favor of working with the City on improvements in this area.

If you have any questions, you can reach me at 513-933-6584.

Respectfully,

Jay Hamilton, P.E.  
District 8 Traffic Planning Engineer

JH:jh

c: File  
Reading File

# ADDITIONAL SUPPORT INFORMATION

For Program Year 2004 (July 1, 2004 through June 30, 2005), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

**IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT?**   X   YES        NO (ANSWER REQUIRED)

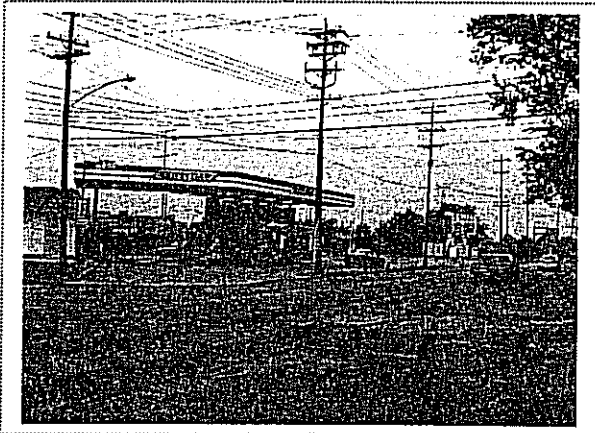
Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

## 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

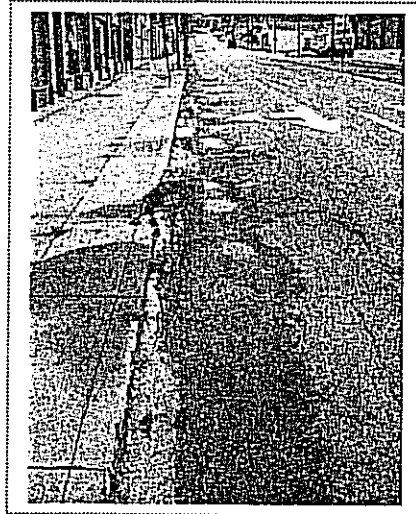
Pavement conditions are deteriorating along the length of the entire project as increased traffic demands put pressure on a roadway system not designed for such heavy use. Structural repairs are required as the pavement is in critical condition due to the amount of traffic and age of the pavement. Poor pavement is a safety hazard to motorists as they could lose control on potholes and ruts. It may also cause damage to automobiles. The Figures below show locations that exhibit critical pavement conditions.

Figure 8



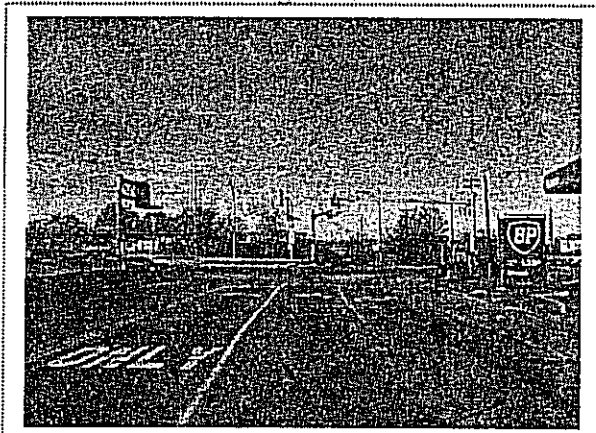
*Pavement conditions on Norwood Ave between Ash St & Wesley Ave (Looking West)*

Figure 9



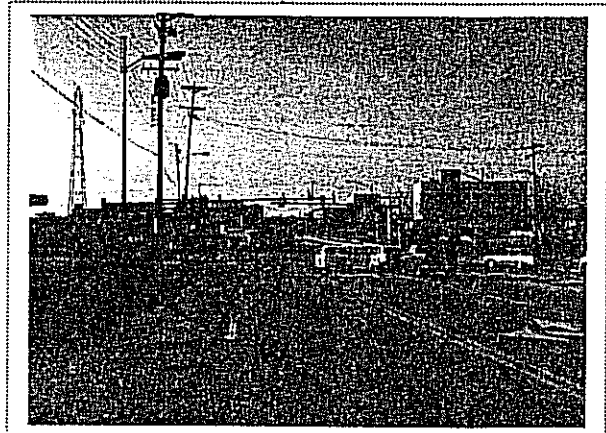
*Considerable rutting occurring on Montgomery Rd just North of Norwood Ave (Looking North)*

Figure 10



*Pavement conditions on Norwood Ave approaching Montgomery Rd (Looking West)*

Figure 11



*Pavement conditions on Montgomery Rd between North of Norwood Ave (Looking South)*

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The safety of the public is of highly significant importance in this project. Removing Carthage Avenue from the five-leg intersection of Carthage Avenue, Montgomery Road, Norwood Avenue, and the SR 562 WB ramp is the primary impetus for this project. Currently, Carthage Avenue intersects Montgomery Road at an 11° angle, far below the minimum 75° required by AASHTO standards. This substandard angle of approach confuses northbound Montgomery Road traffic, aggravates congestion problems because of the additional signal phase required, and compromises the overall safety of the intersection. Due to this unusual alignment, it is also difficult for pedestrians to cross the intersection safely.

Safety is also a strong consideration throughout the rest of the project where existing roadway facilities will be upgraded to handle projected traffic demands. Without these improvements the existing roadway would not be able to facilitate the proposed traffic, causing congestion problems along already constricted roadway segments and potential rear-end or side-swipe collisions as vehicles make last-minute lane changes in an attempt to pass slow or stopped vehicles. The improved roadway will provide the capacity necessary for the projected traffic, and the new and updated traffic signals will better assist smooth traffic flow.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The project is of highly significant importance to the health of the public for several reasons. The roadway project coincides with development in the area that needs the upgraded facilities to meet the traffic demands that will be placed on it. The most notable development will take place just west of Montgomery Road and Carthage Avenue at the old General Motors lot. GM purchased the 15-acre lot from the Globe-Wernicke Co., a manufacturer of wood furniture and steel safes, in 1966 and used the lot solely for parking. This site has long been a concern because Globe-Wernicke once used it for painting, which polluted the area even before GM had arrived. GM began cleaning up the site after it left in 1987, razing the old plant, and eventually enrolling in the EPA's Voluntary Action Program in 1998 making their cleanup attempts official. GM has removed underground storage tanks and tested the soil and groundwater for contaminants. The Ohio EPA issued a "no further action" letter to GM, confirming that pollution no longer impedes development of the land and clearing the way for developers to purchase the parcel. Now this eyesore is finally being developed for commercial use. The developers associated with this site will also dedicate land to the roadway project to allow Norwood Avenue to extend to Section Avenue, providing better traffic circulation in the area as well as better site access.

Another aspect of this new development contributing to health includes plans for the Cincinnati Heart and Vascular Hospital on the old GM/Globe site. The hospital would include 24-hour emergency services, a helipad, operating rooms, special labs for angioplasty services, a separate physician office building, and 60 intensive-care beds for people to recover from open-heart surgery and other procedures. The project is a joint venture of the Ohio Heart Health Center, the Tristate's biggest group of heart specialists, and Deaconess Associations Inc., the parent company of Deaconess Hospital. Such a facility could provide quick access to highly regarded specialists, offer the latest equipment, and participate in a wider array of experimental treatments than most other heart programs in town.

Montgomery Road, Carthage Avenue, Ross Avenue, and Norwood Avenue facilitate thousands of cars daily. With increased development and opportunities for further development in the area, these daily traffic numbers will increase. The stop-controlled intersections along Norwood Avenue and Wesley Avenue inhibit efficient coordination. The congestion caused by these factors contributes to increased exhaust emissions, creating poor air quality conditions. As part of the Realignment Project, traffic signals will be installed on Norwood Avenue and Wesley Avenue and coordinated with rebuilt signals along Montgomery Road from Norwood Avenue to Ross Avenue and Ross Avenue at Carthage Avenue. Signals south of Norwood Avenue to Sherman Avenue will also be interconnected to provide optimal coordination. This coordination will reduce the exhaust emissions associated with intersection delayed traffic.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Montgomery Road-Carthage Avenue Realignment Project  
Priority 2 Montgomery Road Improvements Phase III  
Priority 3 Allison Avenue/Sherman Avenue Improvements  
Priority 4 Park Avenue Improvements EB  
Priority 5 Park Avenue Improvements WB

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes \_\_\_\_\_ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

The proposed project will directly secure significant new employment in the service area. The improved roadway and traffic signal system will maintain the current economic viability of the area and support pending developments. The progress of current development projects hinge on the improvement of the roads included in this project. These developments will provide a tremendous boost to the City of Norwood in the form of jobs and city tax revenues. A portion of the development of the old GM/Globe site just west of Montgomery Road is slated to include plans for the Cincinnati Heart and Vascular Hospital. These plans include building a \$50 million to \$60 million facility that would employ about 250 people paying an average annual salary of \$40,000. Kroger Company has also committed to build a \$10 million, 69,000-square-foot supermarket, employing 225 people making \$12,500 per year on average. Additional tenants will comprise of office, retail, and restaurant uses. Improved roadways combined with premiere development projects can also improve property values in the area, enhancing the health of the neighborhood. The proposed roadway improvements are important to the economic stability and growth of the area.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

Matching Funds – LOCAL: The City will receive dedicated right-of-way from developers in the area in order to make the Norwood Avenue extension a realization. Table 2 shows the funding breakdown for the proposed project.

Table 2 – Funding Breakdown

LTIP	Construction	\$956,000.00	*Can only be used for construction, NO ROW
TIP	Construction	\$956,000.00	*Will be used as a match for LTIP Funds
	Total Const. Costs	\$1,912,000.00	

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

NA

- 9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The proposed project helps alleviate several traffic problems in the project area. Traffic safety at the five-leg intersection of Montgomery Road, Norwood Avenue and Carthage Avenue has long been a concern for the City of Norwood due to Carthage Avenue's substandard angle of approach. This intersection confuses northbound Montgomery Road traffic and compromises the overall safety of the intersection. Along with the problems associated with this intersection, connecting streets and intersections in the area require significant upgrading for existing and future conditions. Pavement conditions are very poor and deteriorating, roadway capacity is adequate at best for existing traffic volumes, and stop-controlled intersections along Norwood Avenue and Wesley Avenue inhibit efficient coordination. Also as part of this project, the ramp from Montgomery Road to SR 562 westbound will be removed (traffic will be rerouted 1500' to the east along Norwood Avenue at Ash Street to access SR 562 westbound) and Norwood Avenue will be extended west to Section Avenue to improve overall traffic circulation in the area. By removing the ramp, westbound SR 562 mainstream traffic does not have to compete with merging traffic from two closely spaced entrance ramps. The removal also aids Montgomery Road as it turns a significant number of northbound left-turns into right-turns, freeing up more signal green time for through movements.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS See Table 3

Proposed LOS See Table 3

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

The proposed project improves conditions for existing traffic, accommodates projected traffic, and supports additional traffic from potential growth in the area. The extension of Norwood Avenue to Section Avenue will provide an alternative to Ross Avenue for east-west travel and provide better area circulation. Table 3 below shows the level of service and associated delay based on Existing Conditions and Proposed Conditions for the PM Peak. The Proposed Conditions include ODOT 2026 projected traffic volumes based on area development. PM Peak values were used for analysis since they represent the critical design values.

Table 3 – LOS & Delay

Intersection	Existing		Proposed	
	PM		PM	
	LOS	Delay	LOS	Delay
Ross Ave. & Carthage Ave.	B	19.6s	B	15.9s
Montgomery Rd. & Ross Ave.	B	9.5s	C	21.8s
Montgomery Rd. & Norwood Ave.	C	24.0s	C	23.5s
Norwood Ave. & Wesley Ave.	D*	30.9s	C	20.9s
Wesley Ave. & SR 562 EB ramps	D**	39.2s	C	26.8s
Norwood Ave. & Ash Street	D*	33.9s	B	18.5s

\*Unsignalized 4-way stop controlled

\*\*Unsignalized minor street stop controlled, LOS & Delay are for stop controlled approaches only

The intersection of Ross Avenue and Carthage Avenue is directly impacted by the intersection of Montgomery Road and Ross Avenue due to its proximity. With the redirection of Carthage Avenue traffic to Montgomery Road, left-turn volumes are significantly increased from Carthage onto Ross Avenue (heading south) and from Montgomery Road onto Ross Avenue (heading north). As a result of this increased traffic, the LOS for the intersection of Montgomery Road and Ross Avenue drops from B to C. The remaining intersections exhibit improvements in LOS and Delay, particularly those along Norwood Avenue and Wesley Avenue that are installing a new traffic signal. The overall street network operates very well to support the projected area traffic.

The project will meet future demand by eliminating existing congestion and deficiencies and provide sufficient capacity for twenty-year projected demands. While the City of Norwood is fully developed, redevelopment of land is taking place in the city in certain areas. A large portion of this redevelopment will take place adjacent to the proposed project.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 16

a.) Are preliminary plans or engineering completed? Yes X No        N/A       

b.) Are detailed construction plans completed? Yes        No X N/A       

c.) Are all utility coordination's completed? Yes        No X N/A       

d.) Are all right-of-way and easements acquired (if applicable)? Yes        No X N/A       

If no, how many parcels needed for project? 25 Of these, how many are: Takes 50  
Temporary 25  
Permanent 25

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

Preliminary Right-of-Way complete

e.) Give an estimate of time needed to complete any item above not yet completed. 8 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The proposed project will have a major regional impact. Norwood lies strategically between two major interstate highways with I-71 crossing Norwood's eastern border and I-75 passing one mile to the west. These two heavily traveled expressways are connected by State Route 562, the "Norwood Lateral" interstate connector. Approximately 65,000 vehicles per day cross Norwood's border on I-71, while SR 562 carries 55,000 vehicles per day through the City's central core. Montgomery Road (US 22), running north-south through the project area, is a major multi-jurisdictional route connecting Norwood with The City of Cincinnati, carrying approximately 19,000 vehicles per day. Norwood Avenue, off of Montgomery Road, carries 10,000 vehicles per day and provides access to SR 562. These roadways support residential, business, retail, and industrial uses.

Over the past decade, the City of Norwood has emerged as the "hottest new office address" in the Greater Cincinnati market. Norwood has grown significantly through major redevelopment projects. Some of these projects include Central Parke (office/business complex), Rookwood Pavilion (upscale retail center), the Hamilton County Business Center (business incubator), and Rookwood Commons (upscale retail and office tower). Rookwood Pavilion and Rookwood Commons are regional attractions providing an upscale tenant mix of retail combined with office space, and the new Cornerstone Project offers the same features. Now, with the development of the old GM site, a new hospital is taking shape that could change where patients receive advanced medical care. The project is a joint venture of the Ohio Heart Health Center and Deaconess Associations Inc., and it could become a "center of excellence" for heart care in the Greater Cincinnati area, generating an immediate regional interest in the area.

The proposed project supports the daily traffic demand placed on it by these daily office commuters, regional attractions, and residential motorists. The improvements are important to the continued growth and vitality of the City of Norwood.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

The City of Norwood received a rating of 10 from District 2's Integrating Committee, revised for the 2000 Census.

- 13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No.

Will the ban be removed after the project is completed? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A X

- 14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT \_\_\_\_\_ X 1.20 = \_\_\_\_\_ Users (See Below)

Water/Sewer: Homes \_\_\_\_\_ X 4.00 = \_\_\_\_\_ Users (See Below)

The total number of daily users that will benefit as a result of the proposed project are as follows:

Street Name	Existing ADT	Users Existing X 1.20	2026 ADT	Users 2026 X 1.20
Montgomery Rd	19,000	22,800	24,200	29,040
Carthage Ave	9,000	10,800	8,300	9,960
Ross Ave	10,000	12,000	10,260	12,312
Norwood Ave	10,000	12,000	16,090	19,308

The 2026 ADT certified traffic data is provided by the Ohio Department of Transportation (ODOT) for the Montgomery Road-Carthage Avenue Realignment Project. The existing ADT shown above was established in the field and is certified below.

**EXISTING ADT CERTIFICATION:**

The undersigned certifies that to the best of his knowledge and belief, all traffic ADT information that is part of this application is true and correct.

Ali A Saleh, P.E. President, TEC Engineering, Inc.



- 15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X

Infrastructure Levy \_\_\_\_\_ Specify type \_\_\_\_\_

Facility Users Fee \_\_\_\_\_ Specify type \_\_\_\_\_

Dedicated Tax \_\_\_\_\_ Specify type \_\_\_\_\_

Other Fee, Levy or Tax \_\_\_\_\_ Specify type \_\_\_\_\_

SCIP/LTIP PROGRAM  
ROUND 18 - PROGRAM YEAR 2004  
PROJECT SELECTION CRITERIA  
JULY 1, 2004 TO JUNE 30, 2005

NAME OF APPLICANT: NORWOOD

NAME OF PROJECT: MONTGOMERY - CARTHAGE

RATING TEAM: 1

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system. All changes to the Rating System are italicized.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

*Number of  
potholes, long joints and  
cracking, curbs are  
mostly, with 2 more  
pretty bad w/ lots of  
potholes.*

Appeal Score

\_\_\_\_\_

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

*See Att.*

Appeal Score

\_\_\_\_\_

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score

\_\_\_\_\_

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?  
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score

\_\_\_\_\_

5) Will the completed project generate user fees or assessments?

10 - No

0 - Yes

Appeal Score

6) Economic Growth - How the completed project will enhance economic growth (See definitions).

10 - The project will directly secure significant new employment

7 - The project will directly secure new employment

5 - The project will secure new employment

3 - The project will permit more development

0 - The project will not impact development

Appeal Score

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

0 - Less than 10%

0%

8) Matching Funds - OTHER

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

1 - 1% to 9.99%

0 - Less than 1%

50%

TIF

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 - Project design is for future demand

8 - Project design is for partial future demand.

6 - Project design is for current demand.

4 - Project design is for minimal increase in capacity.

2 - Project design is for no increase in capacity.

Appeal Score

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 - Will be under contract by December 31, 2004 and no delinquent projects in Rounds 15 & 16

3 - Will be under contract by March 31, 2005 and/or one delinquent project in Rounds 15 & 16

0 - Will not be under contract by March 31, 2005 and/or more than one delinquent project in Rounds 15 & 16

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact

6 - Moderate impact

4 -

2 - Minimal or no impact

Appeal Score

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

29,040  
+ OTHERS

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

# ADDENDUM TO THE RATING SYSTEM

## **General Statement for Rating Criteria**

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

## **Criterion 1 - Condition**

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

### **Definitions:**

**Failed Condition** - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

**Critical Condition** - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

**Very Poor Condition** - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

**Poor Condition** - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

**Moderately Poor Condition** - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

**Moderately Fair Condition** - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

**Fair Condition** - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

**Good or Better Condition** - little to no maintenance required to maintain integrity.

**Note:** If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

## **Criterion 2 – Safety**

The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

## **Criterion 3 – Health**

The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

## Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

## Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

## Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

### Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

## Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

## Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

## Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

### Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

### Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

### **Criterion 10 - Ability to Proceed**

The Support Staff will assign points based on engineering experience and status of design plans as demonstrated by the applying jurisdiction and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

### **Criterion 11 - Regional Impact**

The regional significance of the infrastructure that is being repaired or replaced.

#### **Definitions:**

**Major Impact** - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

**Moderate Impact** - Roads: principal thoroughfares, Federal Aid Urban routes

**Minimal / No Impact** - Roads: cul-de-sacs, subdivision streets

### **Criterion 12 – Economic Health**

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

### **Criterion 13 - Ban**

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

### **Criterion 14 - Users**

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

### **Criterion 15 – Fees, Levies, Etc.**

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Note: the District 2 Integrating Committee adopted this rating system on May 2, 2003.